

Elmbridge parking review 2021/22: Consultation report

Following approval at the Elmbridge local committee meeting of 14 July 2021, we have carried out consultations on parking schemes at selected locations in the parking review. This document outlines the results of informal consultations carried out as part of the parking review, and decisions about which schemes should progress to the next stage (public advertisement).

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Ferry Road, Thames Ditton

Consultation information

We asked residents of Ferry Road how they would feel about a permit parking scheme in their road, designed to help resolve complaints about non-residents parking there and reducing space for residents.

Results

We received 32 responses to the consultation in this road, and while all have been read and considered, we'll only show the responses from residents of the road in the statistics in this report; this consultation was not aimed at non-residents who will have a chance to input their views at a later stage in the process if applicable.

There are 29 residential addresses in Ferry Road, and we received responses from 15 of these giving rise to a slightly disappointing response rate of 51.7%. Of these, 7 (46.7%) were in favour of the potential scheme, 5 (33.3%) were against, and 3 (20%) were 'not sure'.

By far the most popular choice for days of operation was Monday-Sunday with 8 (53.3%), followed by Monday-Saturday, 2 (13.3%), and only one person opted for Monday-Friday (6.7%); 'N/A (I do not support a permit scheme)' accounts for the remaining share of 4 (26.7%).

Looking at the comments, the main relevant themes raised were:

- Parking problems are most acute in the evenings and on the weekend when residents from other roads, pub goers, and marina users park in the road.
- The proposed waiting restriction on the eastern side of the road will remove a significant number of parking spaces and therefore the scheme is not beneficial to residents.

Some other frequently mentioned general comments raised were:

- The road should have a prominent 'no through road' sign to stop drivers attempting to use the road as a cut through.
- The road should have a 20mph speed limit.

Should residents wish to pursue these non-parking related matters further, please refer to the local committee.

Decision

There is insufficient support for the scheme as outlined in the consultation to be progressed, however we think it would be beneficial to make some adjustments and progress it to the public advertisement stage so we can reassess the level of support and then decide whether or not to implement a scheme.

To account for a number of the comments made in the consultation, we will progress a scheme as before but with the following changes:

- proposed operational hours of 8am-8pm every-day,
- removal of the section of double yellow line outside Imworth Cottages,
- introduction of business permits.

School Road and Challoners Close, East Molesey

Consultation information

We wrote to residents of School Road and Challoners Close to seek their opinions about a potential permit parking area covering the two roads, including also a number of free limited waiting parking bays (suggested in order to make it easier to have visitors).

Results

We received responses from 36 of the 47 residential addresses in School Road (76.7%) and 11 from the 17 in Challoners Close (64.6%), giving a strong overall response rate of 73.4%.

In order to give representative results, we asked for one response per household, and whilst all comments have been read, we have only included one response per address for the purposes of this analysis. One household sent in one response in favour and one against, for which we have allocated one response as 'not sure'. A further response from School Road – supporting a permit scheme - came in after the consultation deadline and is not included in the statistics below.

For School Road the responses were: 'In favour', 32 (88.9%), 'Not in favour', 2 (5.6%), and 'Not sure', 2 (5.6%), where percentages are given in relation to the total number of responses from the road.

For Challoners Close, the responses were: 'In favour', 4 (36.4%), 'Not in favour', 6 (64.5%), and 'Not sure', 1 (5.6%).

Aggregated across both roads the responses were: 'In favour', 36 (76.6%), 'Not in favour', 8 (17.0%), and 'Not sure', 3 (6.4%).

In response to the question about preferred days of operation, the most popular option from respondents of School Road was 'Monday-Saturday', 21 (58.3%), followed by 'Monday-Friday', 10 (27.7%), and 'Monday-Sunday', 3 (8.3%), with 2 'N/A (I do not support a permit scheme)'.

For Challoners Close residents in response to the same question, 6 people selected 'N/A (I do not support a permit scheme)' (54.5%), 3 chose 'Monday-Friday' (27.3%) and 2 chose 'Monday-Saturday' (18.2%).

Aggregated, the most popular choice was 'Monday-Saturday' with a 48.9% share of responses.

The most popular choice for hours of operation from School Road was '8am-6pm' with 28 (77.8%), followed by 3 (8.3%) each for '10am-4pm' and 'other times' (all of which were around the 9am-5pm period). 2 people (5.6%) selected 'N/A (I do not support a permit scheme)'.

Naturally, the most common response from Challoners Close was 'N/A (I do not support a permit scheme)' with 6 (54.5%), followed by '8am-6pm', 3 (27.3%), and '10am-4pm', 2 (18.2%).

Some strong themes coming out of the comments received were:

- **The scheme will not help address problem of access for service and emergency service vehicles along School Road.**

The scheme was not designed to resolve these problems, which had not been reported to us. If residents require further parking controls (e.g. yellow lines), they should refer to our website for further information about parking reviews and consider completing a parking scheme request form.

- **(From residents of Challoners Close) there are always parking spaces in Challoners Close that residents of School Road can utilise.**

- **(From residents of Challoners Close) the main problem in Challoners Close is that of parking opposite driveways making access difficult.**

We appreciate that parking opposite the driveways of Challoners Close makes access difficult, however the alternative would be to prohibit parking along this section, which would not seem proportional to the problem.

- **(From residents of Challoners Close) there are no parking problems in Challoners Close at the moment, and by installing a permit scheme it will create one by forcing us to pay for permits.**

We think that any scheme would need to cover Challoners Close too in order to eliminate displacement problems.

- **(From residents of Challoners Close) it is unfair that people in School Road would be able to get permits to park in Challoners Close whilst most people in Challoners Close (those with one vehicle) would not be able to park in their own road.**

Residents with a greater or equal amount off-street parking compared to number of vehicles owned are obliged to use it under the scheme outlined in the consultation, and we realise that some may consider this an inconvenience. However, if people with off street parking do not use it, this is not the optimal use of on street space, and this is particularly relevant if this means that those without any private parking are unable to park on the road.

Decision

Given the overwhelmingly positive response from School Road it is clear that we should go ahead and advertise a proposal, adopting the operational period of Monday-Saturday 8am-6pm as supported by the majority.

We recognise that the narrow majority of respondents of Challoners Close were against the proposal, however as outlined in the consultation letter we've included this road in the proposal to prevent displacement issues that would almost certainly arise if we were to introduce a scheme covering School Road in isolation.

Following feedback received, we will also add two additional shared use parking bays in Challoners Close.

Dalmore Avenue, Claygate

Consultation information

We wrote to residents of Dalmore Avenue seeking their opinions on the idea for some additional yellow lines, which were suggested in order to resolve obstructive parking on the road.

Results

We received 20 responses to the consultation in this road, and while all have been read and considered, we'll only show the responses from residents of the road in the statistics in this report; this consultation was not aimed at non-residents who will have a chance to input their views at a later stage in the process if the applicable.

There are 28 residential addresses in Dalmore Avenue, and we received responses from 14 of these giving rise to a reasonable response rate of 50%. Of these, 7 (50%) were in favour of the proposed scheme, 4 (28.6%) were against, and 3 (21.4%) were 'not sure'.

Of those four residents 'against' the scheme, two were residents of properties that front the positions of potential yellow lines.

Looking at the comments, the main relevant themes raised were:

- Residents in support of the proposals cite problems with obstruction and the potential danger thereof, and see the scheme consulted on as a simple and effective solution.
- Residents against the scheme say that the problems are overstated and generally only occur when local building works take place. Some residents have more cars than off street space for them, so they are worried about the loss of capacity caused by the scheme.
- Some people suggested a resident permit parking scheme, or removal of the verges and trees to create more parking space.

We would not consider a permit parking scheme for a road such as Dalmore Avenue where all residents have off-street parking, and most have two or more spaces. It is extremely unlikely that the council would consider removing verges and trees to accommodate additional parking capacity, again, particularly in a street with high levels of private off-street parking. Such action is outside the scope of the parking review.

Decision

There is a mixed bag in terms of responses to the consultation, showing the narrowest of majorities in favour of the proposal.

We recognise that some residents are unhappy about losing parking capacity in front of their dropped kerbs, however said kerbs exist to facilitate legal passage from the public highway to a private parking area, not as a way of reserving/guaranteeing on-street parking space. Generally speaking, residents of the road enjoy a considerable amount of private off street parking, and a considerable amount of on-street parking capacity will still remain if these proposals go ahead.

We believe the scheme will improve safety and access, and improve the street scene, so we will go ahead and formally advertise the introduction of the scheme.

Cricket Way, Weybridge

Consultation information

We wrote to residents of Cricket Way asking if they would support a yellow line along one side of the road, which was suggested to improve access along the road.

Results

We received 12 responses out of 15 addresses in Cricket Way, giving a very good response rate of 80%. Of these, 6 (50%) were 'in favour', 5 (41.7%) were 'not in favour', and 1 (8.3%) was 'not sure'. The most frequently made comment was that parking will be displaced to the northern side of the road and make it difficult for those with properties on the southern side of the road to use their accesses.

Decision

There is a mixed response to this consultation, showing the narrowest of majorities in favour of the proposal.

Given the majority, we will go ahead and advertise a modified proposal and, in order to account for a lot of the comments received, include a section of double yellow line on the northern side of the road of the road to address concerns about access for properties on the southern side.

Some suggestions have been made to introduce single yellow lines around the entire road. We do not believe it is necessary to prohibit all parking in the road. Using double yellow lines instead of single eliminates the need for upright signage and associated posts which saves on long term maintenance costs and reduces the aesthetic impact of parking controls. Demand for on street parking overnight is very low and ought to easily be accommodated in the remaining sections of uncontrolled road.

York Road and South Road, Weybridge

York Road

Consultation information

We wrote to residents of 14 addresses in York Road seeking their opinions on a potential permit scheme for 20-40 York Road, which would form part of the same controlled area as South Road.

Results

We received 11 responses from 10 different properties of York Road, all of which were in favour of the proposals. This signifies a very good response to the consultation, with a response rate of 71.4%. In order to give representative results, we asked for one response per household, and whilst all comments have been read, we have only included one response per address for the purposes of the following analysis.

In terms of days of operation, 7 (70%) of respondents selected 'Monday-Sunday' as their preferred days, and 3 (30%), opted for 'Monday-Saturday'.

For hours, the period of '8am-10pm' was by far the most popular option, with 9 (90%); the remaining 1 (10%) opted for '9am-6pm'.

The comments showed a great deal of support for the potential scheme. Below, we've answered some of the comments made:

- **Perhaps separate schemes should exist for York Road and South Road.**
Some residents are unsure about the idea of common permits with South Road, but residents of South Road will no more want to park in York Road than residents of York Road want to park in South Road, it's simply that it's all part of the same area. The only reason to segregate these two roads would be if there was a desire of one group of residents to drive from their street and park in the other, which clearly isn't the case here. It makes no strategic or operational sense for us isolate each street from each other and give it a unique permit scheme. Greater flexibility will in fact be a benefit to residents.
- **It's hard to tell from the plans how many spaces would be made on York Road. e.g. outside 30 - 40 it looks like 5 spaces have been marked out, but we frequently get 6 cars on that stretch.**
We would not mark out individual spaces within the bays (if we did so, capacity would be reduced). The longest proposed bay is just over 30 metres long and we would expect six vehicles to fit in that space ordinarily. In total, we expect 10 vehicles to be accommodated by the proposed permit parking bays for York Road.
- **We would like the scheme to include a provision for buying single use tickets for visitors.**
This provision exists. You would use a visitor permit; this is a permit which last one day and is given by the resident to their visitor to display in their vehicle and enables them to park legally within the permit scheme.
- **The scheme should limit permits to one per house.**
This would disbenefit some residents. We don't think this is necessary at this stage.

Decision

Given the strong support shown for the proposal in the feedback we've received, we will go ahead and advertise the proposals as per the consultation, with operational period 'Monday-Saturday 8am-10pm'.

South Road

Consultation information

We wrote to residents of South Road to advise of a number of potential parking changes in the area and to ask if they would be in favour of extending the hours of operation of the scheme in their road from the existing Monday-Saturday 9am-6pm to Monday-Sunday 8am-10pm.

Results

All eight of the responses from South Road were in favour of the extended hours of operation of the scheme in their road. One respondent however could not support the overall proposal on the basis that the scheme was shared with York Road. This represents a reasonable response rate of 47%.

Some strong themes coming out of the comments received about South Road were:

- **The map of restrictions is incorrect.**

The map of restrictions is correct, as South Road is a permit parking area (as indicated by the large entry signs near the Queens Road junction). We could convert the scheme to a traditional scheme with parking bays and upright signing, however this would require us to change the traffic orders, place additional signage for each parking bay, and remove the entry signs. This will create additional street clutter, and in removing the entry signs may encourage more motorists to drive down the road looking for general use parking, and therefore we don't think it's a good idea. The parking bays marked on the ground should not be there (which is why they're not shown on the map), but we don't think it's worth the cost and damage to the road surface to have them removed.

- **Concerns about parking on the yellow lines around the junction with South Road.**

This area is frequently visited by civil enforcement officers in order to encourage compliance with the parking restrictions that we've put in place. It is not possible to enforce double yellow lines or loading restrictions using cameras.

- **Individual properties should be specified permits for South Road, as for York Road.**

The two situations are not equivalent. The proposed scheme in York Road only covers part of the road, so it's therefore necessary to specify which part of the road is included. The scheme in South Road covers the entire road. We do not think it is necessary to remove properties from the scheme at this stage, and if this were desired it would have to be considered as part of a future parking review.

- **Separate schemes should exist for York Road and South Road.**

Residents are concerned about the sharing of permits with York Road, but there is no logical reason for this. Residents of York Road will no more want to park in South Road than residents of South Road want to park in York Road, it's simply that it's all part of the same area. The only reason to segregate these two roads would be if there was a desire of one group of residents to drive from their street and park in the other, which clearly isn't the case here. It makes no strategic or operational sense for us isolate each street from each other and give it a unique permit scheme. Greater flexibility will in fact be a benefit to residents.

Decision

Given the strong support shown for the proposal in the feedback we've received, we will go ahead and advertise the proposals as per the consultation, with operational period 'Monday-Saturday 8am-10pm'.